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(Sample)


RVSM Maintenance Program Manual

Approved: _____

Date: _____

[FAA Office name, number]

[FAA Office location]


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1. Identification of Operator and Aircraft(s)

This manual will be used by [Operator's Name] to ensure that aircraft approved for Reduced Vertical Separation Minimums (RVSM) will be maintained within current FAA regulations and to specifications required for RVSM operation.

[Operator's Name] operates, [Aircraft make, model, serial no(s)] in accordance with [14 CFR Part 91](#). This aircraft is maintained in accordance with [14 CFR Part 43](#) and [14 CFR 91.403](#). The maintenance program contained within this manual has been approved by the FAA and is a required element for [RVSM](#) authorization.

2. Persons Responsible for Program and Manual

The [Operator's Name], [Name or Title] is responsible for ensuring that the aircraft identified as included in this program are maintained in compliance with the maintenance requirements of this **continuous airworthiness maintenance program**. Additionally, the [Name or Title] is responsible for distribution, control and revision of this manual.

3. Procedure to Revise Manual

Approval of this manual is indicated on the cover page together with the date of approval, inspector's signature, office name, number and location. Each succeeding page is marked with the district office stamp, date and initialed by the approving inspector. As revisions to this manual are required, [Name or Title], or their designee will submit the proposed revision to the [name of appropriate] Flight Standards District Office for review and approval consideration. After approval, [Name or Title], will ensure that each authorized holder of this manual receives and inserts the revision within 10 business days from the date of approval.


4. Identification of [RVSM](#) required components

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This approved maintenance program identifies all aircraft components required for [RVSM](#) together with scheduled requirements. These components have been identified by the aircraft manufacturer and are listed in Appendix A of this manual.

5. Identification of maintenance/Inspection Items

(The following example contains requirements specific to one aircraft. Applicant should insert requirements of their airframe. At a minimum, all requirements of associated Instructions for Continued Airworthiness should be included)

Note: The maintenance requirement for [RVSM](#) equipment is outlined in the manufacture manuals and or Service Bulletins and Chapter 5 Time Limitation of the Maintenance Manual (latest revisions).

To ensure the continued altitude keeping ability of [RVSM](#) approved aircraft the following must be accomplished:


1. A repetitive Skin-Contour Inspection (Skin Mapping) as per Phase #9 (latest revision) at intervals not to exceed 24 Months. Refer to the Cessna Citation Maintenance Manual.
2. A functional test of the Air Data Computers in accordance with Maintenance Manual Chapter 5 Phase #9. This test will be scheduled at each Altimeter 24 Month interval required by [14 CFR 91.411](#) and Chapter 5 of the 650 Maintenance Manual Phase #9.
3. An inspection of the automatic flight control system to include the altitude hold function per the Honeywell Maintenance Manual P/NA15-1146-45 SPZ-8000 Digital Automatic Flight Control System table 301. This tests the Digital Flight Guidance Computer and the Digital Air Data Computers. This test will be scheduled at each Altimeter 24 Month interval.
4. The Altitude Alert System has no scheduled maintenance requirements.
5. An inspection of the ATC/Mode C and Mode S transponders will be conducted in accordance with [14 CFR 91.413](#) and Chapter 5 of the 650 Maintenance Manual Phase #9 at 24-Month intervals.

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6. Maintenance Practices

To ensure the continued altitude keeping ability of [RVSM](#) approved aircraft the following practices must be accomplished:

- Avionics components of identical part number may be interchanged freely during the service lifetime of this airframe. If alternate equipment part numbers are to be installed, the units must be analyzed on a system level to determine if the new components are acceptable for [RVSM](#).
NOTE: The TC or STC holder will make this determination.
- Prior to all flights in [RVSM](#) airspace, the operator must visually inspect the [RVSM](#) Critical Region for obvious damage or deformation to the skin surface.
- Airframe and static systems should be maintained in accordance with the airframe manufacturer's inspection standards and procedures, and instructions for continued airworthiness if applicable.
- Any modification, repair, or design change, which in any way alters the initial [RVSM](#) approval, should be subject to a design review.

7. Training Requirements

[Operator's Name], ensures training of maintenance personnel through the use of aircraft manufacturer schools and other training acceptable to the Administrator. These training entities provide recurrent training every [insert interval]. [Operator's Name] will maintain records of all training or ensure that appropriate records are maintained by contractors.

Mandatory training will include:


- Review of [14 CFR Part 91, Appendix G](#) – Operations in Reduced Vertical Separation Minimum ([RVSM](#)) Airspace.
- Special emphasis will be placed on the additional inspection criteria for RVSM aircraft, which includes but is not limited to the following:
 1. Aircraft Flight Manual Revisions.
 2. Aircraft Maintenance Manual Revisions.
 3. Aircraft Illustrated Parts Catalog Revisions.
 4. Revisions to approved maintenance program and/or existing manual procedures

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5. Minimum Equipment List Items, RVSM components.

8. Test Equipment Requirements/Facility Requirements

[Operator's Name] will use the facilities of FAA [Part 145](#) certified repair stations on an as needed basis for maintenance and /or inspections of [RVSM](#) equipment after determination that the required personnel are trained, qualified and knowledgeable of the specific maintenance requirements. Additionally, adequate facility to conduct the work is ensured through the use of an appropriately rated FAA Certified Repair Station. The [Operator's Name], [Name or Title] will ensure:

- That calibration of [RVSM](#) test equipment is current.
- That calibration of test equipment is traceable to appropriate standards.
- Repair Station personnel are trained in the use of any specialized [RVSM](#) test equipment that they need to use.
- Acceptable shop and line maintenance practices are employed.
- The test equipment specified by the aircraft manufacturer/ TC holder, or acceptable equivalents will be available and used when appropriate

NOTE: Built in test equipment (BITE) testing is not an acceptable basis for system calibration or return to service unless it has been shown to be acceptable by the airframe manufacturer with approval from the pertinent authority.

9. Recurrent Audit of Repair Facilities


The [Name or Title] will review the appropriate requirements of this program with each contractor and ensure required personnel are trained, qualified and knowledgeable of the specific maintenance requirements they will perform. Additionally, the [Name or Title] will ensure each contractor has the appropriate facilities, test equipment, and ratings to perform their task. The [Name or Title] will review records of all [RVSM](#) related maintenance performed to ensure compliance with the requirements of this program and to ensure continued height-keeping ability of covered aircraft.

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10. RVSM Parts Program

[Name or Title] will ensure that all persons responsible for obtaining or replacement of RVSM system components is knowledgeable of the aircraft's [RVSM](#) status and requirements. Components unique to the aircraft [RVSM](#) system are identified in this manual and repair personnel must be notified of the qualification.

11. Height Keeping Error Reporting

Upon determination of a height-keeping error the [Operator's Name] Director of Maintenance will immediately notify the aircraft crew and operator that the aircraft is restricted from [RVSM](#) operation and notify the appropriate [FSDO](#) (within 72 business hours).

12. Removal from [RVSM](#) authorized service/Return to RVSM authorized Service


Placing a placard in view of the pilot ([RVSM](#) Flight NOT AUTHORIZED) and an entry in the aircraft maintenance record available to the crew will accomplish crew notification when the aircraft is restricted from [RVSM](#) flight but is airworthy for an intended flight. Upon completion of corrective maintenance and testing the placard may be removed, an entry made in the aircraft maintenance record which will return the aircraft to [RVSM](#) authorized status.

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Appendix A

List of aircraft components required for as identified by the aircraft manufacturer or authorization vehicle (STC, SB, etc.)

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